

## **FRONT SIDE-PART STRUCTURE OF VEHICLE**

### **CROSS-REFERENCE TO RELATED APPLICATIONS**

[001] This application claims priority to Korean Application No. 10-2003-0023676, filed on April 15, 2003, the disclosure of which is incorporated fully herein by reference.

### **FIELD OF THE INVENTION**

[002] Generally, the present invention relates to a structure for a vehicle body. More particularly the structure relates to a front side-part structure of a vehicle that includes a coupling structure for a fender apron and a front side member.

### **BACKGROUND OF THE INVENTION**

[003] In general, vehicle front side members make up a skeleton construction of an engine compartment near the front of vehicles. The front side members also provide a reinforcement for installing an engine and a transmission within the vehicle. A fender apron is mounted at an external lateral side of the front side member. The fender apron typically includes a fender apron inner panel and a fender apron upper panel. The fender apron inner panel directly couples to a lateral side of the front side member, while the fender apron upper panel, coupling to the fender apron inner panel, is disposed at an upper external side of the front side member.

[004] The fender apron upper panel includes an installation part of a front-end module integrally assembled with a headlamp, hood latch, radiator, and electric fan to the front-end carrier. Accordingly, an important feature of the fender apron upper panel is to provide a sufficiently rigid mounting structure to tightly support the front-end module.

## **SUMMARY OF THE INVENTION**

**[005]** Embodiments of the present invention provide a front side-part structure of a vehicle adapted to provide a coupling of sufficient rigidity between a fender apron and a front side member for allowing a fender apron upper panel to firmly support a front-end module, thereby limiting vibrations generated from the coupling portion of the fender apron upper panel and front-end module and improving driving stability of the vehicle during sudden stops or turns.

**[006]** In a preferred embodiment of the present invention, a front side-part structure of a vehicle comprises a front side member. A fender apron inner panel is mounted at a lateral side of the front side member. A fender apron upper panel is mounted at a lateral side of the fender apron inner panel. A reinforcing member couples with the fender apron upper panel, fender apron inner panel, and front side member.

## **BRIEF DESCRIPTION OF THE DRAWINGS**

**[007]** For a better understanding of the nature and objects of the present invention, reference should be made to the following detailed description read in conjunction with the accompanying drawings, in which:

**[008]** FIG. 1 illustrates a front side-part structure of a vehicle according to an embodiment of the present invention;

**[009]** FIG. 2 is an exploded perspective view illustrating principle components of FIG. 1 according to an embodiment of the present invention;

**[0010]** FIG. 3 illustrates a lateral rear side view of a front side-part structure according to an embodiment of the present invention; and

**[0011]** FIG. 4 is a cross-sectional view taken along line IV-IV of FIG. 1.

## **DETAILED DESCRIPTION OF A PREFERRED EMBODIMENT**

**[0012]** As shown in FIG. 1, a front side-part structure of a vehicle comprises a front side member 1. A fender apron inner panel 3 is mounted to a lateral side of the front side member 1. A fender apron upper panel 5 is mounted to a lateral side of the fender apron inner panel 3. A reinforcing member 7 couples with the fender apron upper panel 5, fender apron inner panel 3, and front side member 1. A front-end carrier 9 is installed to the fender apron upper panel 5.

**[0013]** A front-end module refers to the front-end carrier 9 being installed with a headlamp, hood latch, bumper, radiator, and electric fan. The front-end module is mounted to the fender apron upper panel 5. The fender apron inner panel 3 couples, at one end, to the front side member 1, while the other end couples to the fender apron upper panel 5 by being bent upward. Therefore, the fender apron inner panel 3 obtains a L-shaped cross-section.

**[0014]** As shown in FIG. 4, the reinforcing member 7 has a channel shaped cross-section. The channel shaped cross-section is formed as a closed section (CS) by coupling with the fender apron upper panel 5, fender apron inner panel 3, and front side member 1. The cross-section of the reinforcing member 7 extends perpendicularly along a longitudinal direction of the fender apron upper panel 5, fender apron inner panel 3, and front side member 1. When observed from the front of the vehicle, the reinforcing member 7 is also in an L-shape corresponding to the shape of the fender apron inner panel 3.

**[0015]** According to FIGS. 2 and 4, the channel shaped cross-section is formed by two facing side surfaces and a surface connecting two end portions of the two facing side surfaces. The coupling portion of the reinforcing member 7, which couples with the fender apron upper panel 5, fender apron inner panel 3, and front side member 1 is

formed with flanges 11 for contacting surfaces of the fender apron upper panel 5, fender apron inner panel 3, and front side member 1.

**[0016]** The closed section of the reinforcing member 7, formed by coupling with the fender apron upper panel 5, fender apron inner panel 3, and front side member 1 has a preferably rectangular cross-section. The reinforcing member 7 is further provided with a sufficient rigidity by the flanges 11 at the position for coupling to the fender apron upper panel 5, fender apron inner panel 3, and front side member 1. The reinforcing member 7 may also have a U-shaped cross-section with the flanges therearound for coupling to the fender apron upper panel 5, fender apron inner panel 3, and front side member 1. The reinforcing member 7 forming a closed section (CS) with the fender apron upper panel 5, fender apron inner panel 3, and front side member 1 allows the fender apron upper panel 5 to firmly contact the front side member 1 via the fender apron inner panel 3 and the reinforcing member 7.

**[0017]** The fender apron upper panel 5 provides a sufficient supporting rigidity to firmly couple with the front-end module, thereby obtaining stiffness of the vehicle body even during a sudden stop or a turn and improving the driving stabilization of the vehicle.

**[0018]** As apparent from the foregoing, there are advantages in the front side-part structure of a vehicle according to an embodiment of the present invention in that the reinforcing member forms a closed section with the fender apron upper panel, fender apron inner panel, and front side member. The structure with a closed section allows the fender apron upper panel to firmly support the front-end module. As a result of firmly supporting the front-end module vibrations generated from the coupling portion of the fender apron upper panel and the front-end module are further restricted. This in

turn improves the driving stability when a vehicle makes a sudden stop or a turn, resulting from a sufficient rigidity of the vehicle body.